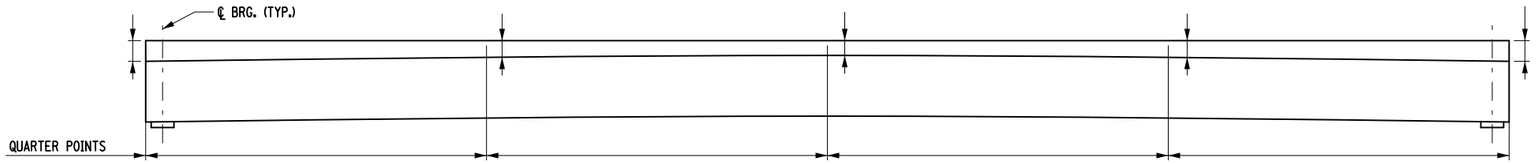
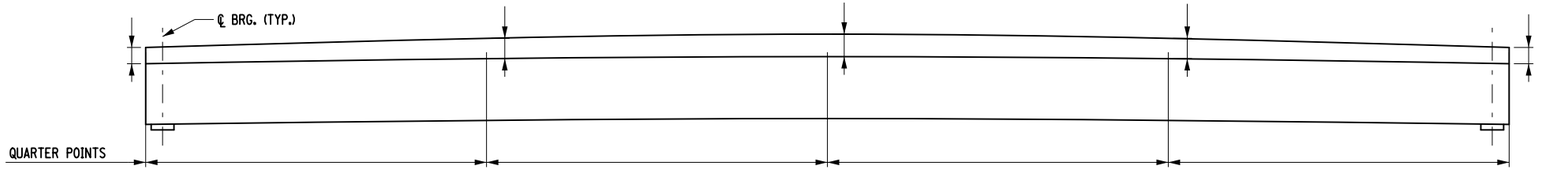


TOP FLANGE THICKNESS SCHEMATIC - TANGENT PROFILE
(PRIOR TO GRINDING)



TOP FLANGE THICKNESS SCHEMATIC - CREST VERTICAL CURVE PROFILE
(PRIOR TO GRINDING)

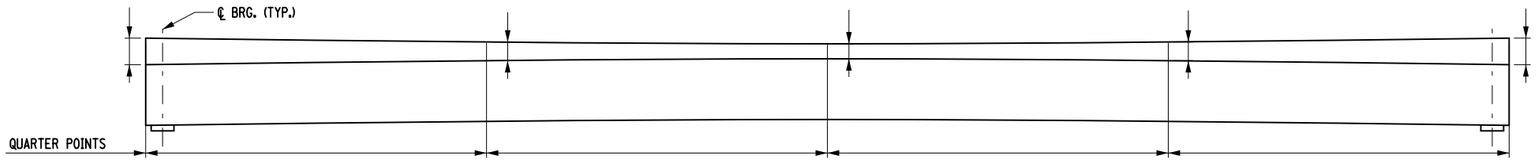
DESIGNER NOTES:

A FLANGE TRANSITION SCHEMATIC SHALL BE SHOWN IN THE PLANS FOR TYPE "D" NEXT BEAMS WITHOUT AN OVERLAY, THAT HAVE A DIFFERENCE OF 1" OR MORE BETWEEN THE TOP OF CAMBERED BEAM AND THE ROADWAY SURFACE.

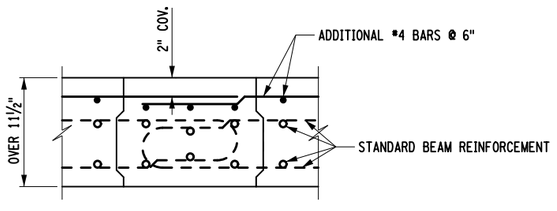
THE VARIABLE FLANGE THICKNESS SHALL BE CALCULATED BASED ON THE ESTIMATED BEAM CAMBER (INCLUDING GROWTH) AND THE ROADWAY PROFILE. THE DESIGN OF THE BEAM SHALL ACCOUNT FOR ANY ADDITIONAL FLANGE THICKNESS.

TANGENT GRADE:
TOP FLANGE MINIMUM AT MIDSPAN DUE TO BEAM CAMBER.
CREST VERTICAL CURVE:
TOP FLANGE MINIMUM AT MIDSPAN IF VERTICAL CURVE ORDINATE IS LESS THAN BEAM CAMBER. TOP FLANGE MINIMUM AT ENDS IF VERTICAL CURVE ORDINATE IS GREATER THAN BEAM CAMBER.
SAG VERTICAL CURVE:
TOP FLANGE MINIMUM AT MIDSPAN DUE TO BEAM CAMBER AND VERTICAL CURVE ORDINATE.

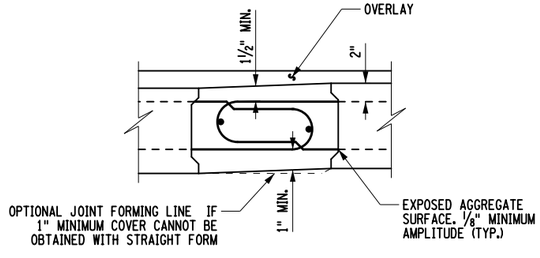
THE PLANS SHOULD INCLUDE NOTES REQUIRING SURVEY OF THE BEAMS AFTER ERECTION, AND PROVIDE BEARING SHIM DETAILS FOR ADJUSTMENT WHEN NECESSARY.



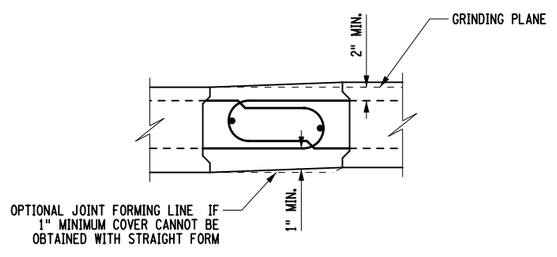
TOP FLANGE THICKNESS SCHEMATIC - SAG VERTICAL CURVE PROFILE
(PRIOR TO GRINDING)



ADDITIONAL TOP MAT REINFORCEMENT
(FOR TOP FLANGES OVER 11½" THICK)



½" MAXIMUM JOINT DIFFERENTIAL - OVERLAY DETAIL



½" MAXIMUM JOINT DIFFERENTIAL - BARE DECK DETAIL

CAMBER DIFFERENTIAL DETAILS

REVISED	NEW YORK STATE OF OPPORTUNITY.	Department of Transportation Office of Structures
	PRESTRESSED CONCRETE NEXT D BEAM PROFILE ACCOMMODATION DETAILS	
ERRATA	APPROVED: 02/17/17 ORIGINAL SIGNED BY RICHARD MARCHIONE, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)	ISSUED UNDER EB 17-010 EFFECTIVE WITH THE LETTING OF 09/01/17

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